

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment #1 to the 2012-2035

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment #13-04 to the 2013 Federal Transportation Improvement Program (FTIP) need to pass five tests: consistency with the adopted 2012-2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's findings for the approval of Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are as follows:

- Consistency with 2012-2035 RTP/SCS Test
 - Inclusion of the amended projects in the 2012-2035 RTP/SCS and 2013 FTIP would not change any other policies, programs or projects in the federally approved 2012-2035 RTP/SCS.
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are consistent with the federally approved 2012-2035 RTP/SCS and meet all federal and state requirements and regulations.
- Regional Emissions Tests
 - Finding: The regional emissions analyses for Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP update the regional emissions analyses for the federally approved 2012-2035 RTP/SCS and 2013 FTIP.
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
 - Finding: For the 1997 ozone national ambient air quality standards, Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
 - Finding: For the 2008 ozone national ambient air quality standards, Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and

Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- Timely Implementation of TCMs Test
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
- Financial Constraint Test
 - Finding: All projects listed in Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP comply with all federal requirements for interagency consultation and public involvement. The Amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on six occasions (September 25, October 23, November 27, 2012; January 22, February 26, and March 26, 2013). The draft conformity analysis is scheduled to be released for a 30-day public review by April 9, 2013 and a public hearing is scheduled to be held on April 17, 2013.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction

rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

South Central Coast Air Basin – Ventura County Portion

Table 1. 1997 And 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	9	7	5	5
	Budget – Plan	4	6	8	8
NOx	Budget	19	19	19	19
	Plan	14	9	6	6
	Budget – Plan	5	10	13	13

South Coast Air Basin

Table 2. 1997 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2017	2020	2023	2030	2035
ROG	Budget	136	119	108	99	99	99
	Plan	128	112 ^a	100	91	76	68
	Budget – Plan	8	7	8	8	23	31
NOx	Budget	277	224	185	140	140	140
	Plan	262	210 ^a	164	126	109	103
	Budget – Plan	15	14	21	14	31	37

^a2017 interpolated between 2014 and 2018

Table 3. 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035
ROG	Budget	SCAB	136	119	119	108	108	99	99	99
	Plan	Morongo	0.4	0.4 ^a	0.4	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	141.5	123.8 ^a	117.9	108.4	104.8	97.6	78.4	73.5
		Adjustments provided by ARB	-14.8	-12.4	-11.3	-9.6	-8.7	-7.7	-5.9	-5.7
		Sum	127.1	111.8	107.0	99.1	96.4	90.2	72.7	68.0
		SCAB	128	112	107	100	97	91	73	68
	Budget – Plan		8	7	12	8	11	8	26	31
NOx	Budget	SCAB	277	224	224	185	185	140	140	140
	Plan	Morongo	1.8	1.5 ^a	1.4	1.0	1.1	1.0	0.9	0.8
		Pechanga	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	283.2	228.1	209.7	177.8	168.4	156.7	122.3	116.8
		Adjustments provided by ARB	-23.7	-19.8	-16.7	-15.7	-20.0	-32.0	-16.8	-15.0
		Sum	261.4	209.8	194.4	163.1	149.5	125.7	106.4	102.6
		SCAB	262	210	195	164	150	126	107	103
	Budget – Plan		15	14	29	21	35	14	33	37

^a2017 interpolated between 2014 and 2018

Table 4. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	124	105	73	66
	Budget – Plan	8	27	59	66
NOx	Budget	290	290	290	290
	Plan	275	183	114	108
	Budget – Plan	15	107	176	182
PM2.5	Budget	35	35	35	35
	Plan	21	12	5	5
	Budget – Plan	14	23	30	30

Table 5. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan ^a	124	96	73	66
	Budget – Plan	127	155	178	185
NOx	Budget	549	549	549	549
	Plan ^a	275	167	114	108
	Budget – Plan	274	382	435	441
PM10	Budget	166	166	166	166
	Plan ^b	79	79	85	87
	Budget – Plan	87	87	81	79

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

On March 22, 2013, EPA Regional Administrator, Jared Blumenfeld, signed a proposed rule approving the South Coast PM10 maintenance plan and the associated motor vehicle emissions budgets. Table 6 below is for information purposes only since the proposed new budgets have not been finalized by EPA. If the new PM10 budgets are approved by EPA as proposed, Table 6 will supersede Table 5 above.

Table 6. PM10 (24-Hour Emissions [Tons/Day]) with New PM10 Budgets Proposed by EPA in April 2013 (pending EPA approval)

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan ^a	124	96	73	66
	Budget – Plan	58	14	8	15
NOx	Budget	372	180	116	116
	Plan ^a	275	167	114	108
	Budget – Plan	97	13	2	8
PM10	Budget	159	164	175	175
	Plan ^b	79	79	85	87
	Budget – Plan	80	85	90	88

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

Table 7. CO (Winter Emissions [tons/day])

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,208	871	593	522
	Budget – Plan	929	1,266	1,544	1,615

Table 8. NO2 (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO2	Budget	680	680	680	680
	Plan	311	194	136	125
	Budget – Plan	369	486	544	555

Western Mojave Desert Air Basin – Los Angeles County (Antelope Valley Portion) and San Bernardino County (Western Portion of MDAB)

Table 9. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	13	10	9	8
	Budget – Plan	9	12	13	14
NOx	Budget	77	77	77	77
	Plan	34	24	21	22
	Budget – Plan	43	53	56	55

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

Table 10. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	9.8	10.1	11.8	12.8
	Build	9.1	9.6	11.3	12.1
	No Build – Build	0.7	0.5	0.5	0.7

Mojave Desert Air Basin – Searles Valley portion of San Bernardino County

Table 11. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
	No Build – Build	0.0	0.0	0.0	0.0

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table 12. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	6	6	4	4
	Budget – Plan	1	1	3	3
NOx	Budget	26	26	26	26
	Plan	19	12	11	11
	Budget – Plan	7	14	15	15

Table 13. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	Budget ^a	10.9	10.9	10.9	10.9
	Plan	8.0	7.6	7.8	8.0
	Budget – Plan	2.9	3.3	3.1	2.9

^a Budget set to one decimal place by 2003 Coachella SIP.

Salton Sea Air Basin – Imperial County Portion

Table 14. 1997 and 2008 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	5	4	4	4
	Budget – Plan	2	3	3	3
NOx	Budget	17	17	17	17
	Plan	12	9	9	10
	Budget – Plan	5	8	8	7

Table 15. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	0.7	0.7	0.8	0.8
	Build	0.7	0.6	0.7	0.8
	No Build – Build	0.0	0.1	0.1	0.0

Table 16. PM10 (24-HOUR Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	2.1	2.3	2.6	2.8
	Build	1.8	2.0	2.3	2.4
	No Build – Build	0.3	0.3	0.3	0.4